AFFAIRS OF THE BAILWAYS

Chairman Finley Rules Against the Omaha in a Ticket-Redemption Case.

All Companies Except the Pennsylvania and the Vanderbilt Lines Have Resumed Passenger Rates with the Boycotted Alton.

Ruling yesterday on the section of the Western Passenger Association agreement relating to the redemption of tickets, Chairman Finley said the section contemplated the redemption at the established rates of any tickets, except mileage ticktets, as issue of lines of the association which do not partake of the issue of a foreign road. In the case before him, the Omaha road issued tickets in exchange for coupons reading over its lines from St. Paul to Chicago on through tickets issued by the Great Northern at Helena, and it was not sus-

New Route to Omaha. J. F. Tucker, for a number of years connected with the Chicago, Milwankee & St. Paul road as assistant general manager, has been elected vice-president and general manager of the Chicago, Fort Madison & Des Moines. It is proposed to push the line to Des Moines, and thence by as direct a route as possible to Omaha. The execution of this scheme will greatly enhance the importance of the Atchison system by giving it a through line between Chicago and Omaha. Nevertheless, it is asserted that the Atchison is not financially interested to the extent of one dollar in the new corpor-ation. A director of the Fort Madison road said yesterday that the line would probably be completed to the Missouri river before the end of the year.

Lifting the Alton Boycott. The West Shore, the Chesapeake & Ohio, the Baltimore & Ohio Southwestern and Central railroad of New Jersey have issued

passenger rates. All the boycotters have now taken this step with the exception of the Pennsylvania and the large Vanderbilt lines.

Personal, Local and Ceneral Notes. The Chicago & Erie is laying some sixteen miles of new siding at points on the line, to improve their passing of train fa-The receipts of grain for Indianapolis

proper yesterday reached sixty-four caroads, the largest number in any one day

W. C. Seddon, of Baltimore, has been in the city for a couple of days, the guest of J. V. McNeale, auditor of the Indianapolis, Decatur & Western. One day last week the Louisville, New Albany & Chicago hauled out of Michigan

City, in two trains, seventy-five new cars, built by Haskell, Barker & Co. The Eureka division of the Brotherhood of Locomotive Firemen (Indianapolis) has

the largest membership of any division of the brotherhood, it numbering 192. George Goldsmith, superintendent of the commissary department of the Pullman Car Company, was in the city yesterday

for a short time, looking over matters. Newman Erb has taken control as receiver of the Chattaneoga Southern road, in pursuance of a friendly understanding between the stockholders of the company.

The earnings of the C., C., C. & St. L. (Big Four) since Jan. 1 to date are \$21,002 ahead of the corresponding period of 1891; those of the Peoria & Eastern \$3,897 in ex-

The Choctaw railroad is completed to within two miles of Oklahoma City and the material is on the ground to complete it to that terminus as soon as the weather will An official of the Indianapolis, Decatur

& Western says that the understanding now seems to be that the road will pass under control of the Cincinnati, Hamilton & Dayton, March 1. F. Langsberg, superintendent of the

Langsberg Brake Company, is in the city making preparations for a test of his brake against that of the Westinghouse, at Brightwood, to-morrow forencon. The Canadian Pacific has decided that for

the present it will make Windsor its chief shipping point to Chicago, and contracts have been let to build a dock along the river front at Windsor a quarter of a mile in length. The division superintendents of the

Pennsylvania lines are now very busy pre-paring their annual reports, which must be banded into the general superintendent in time for him to send them to Pittsburg In appointing a superintendent of trans-

portation the Big Four creates an office similar to that of the Pennsylvania lines. and in each case the superintendent of transportation controls the car accountant's department.

The hanling of trains 20 and 21 between Xenia and Columbus with two engines is proving a success. Instead of these trains losing time between those points, there is seldom a day that twenty-five to thirty-five minutes is not made up.

The train records show that on Sunday last forty-two trains were handled on the Peoria & Eastern road, moving 922 cars. On six trains were handled, moving 960 loaded and some 300 empty cars.

William R. McKeen, President of the T., H. & L (Vandalia line), was in the city for a few hours yesterday, leaving last night for Louisville. He is busy getting out his annual report, the fiscal year with the T., H. & I. ending with Dec. 31. The Florida Central & Peninsular rail-

road has been named by H. R. Duval, its president, the Florida trunk line. But few railroad properties in this country have been improved to the extent which this system has in the last three years. There is not a station between Lafayette

and Peoria, on the Lake Erie & Western road, which is not leading from two to twelve cars a day. The last few days of fine weather have enabled farmers to bring large quantities of grain to the stations. The Elgin, Joliet & Eastern for some

weeks past has been turning over to the Big Four road at Kankakee an average of sixty loaded cars a day. H. J. Page, formerly general freight agent of the Big Four, is now general freight agent of this road. General Manager Bradbury, of the Lake Erie & Western, has returned from Day-ton. He closed a contract for twelve coaches with Barney, Smith & Co., to be delivered next August, the earliest possible date the company would agree to fur-

The Lake Erie & Western earned in the third week of January \$64,070.84; increase over the corresponding week of 1891, \$689.71. But few Indiana roads will make as handsome a showing in increase of earnings the third week of January as in the two quarters preceding.

The employes on the Pennsylvania railroad whose pay was advanced a few days ago on the different divisions appointed committees to draft and send to President Roberts such resolutions as would show that they appreciated this step on the part of the company.

President Egan, of the Chicago, St. Paul & Kansas City, says his company will absorb the Chicago & Great Western road, which will let them into Chicago over their own tracks. He says this company will secure control of a line west of the Missonri iver, reaching some of the best portions of Nebrasks and Kansas.

An idea of how great the demand for care is in the Northwest may be gained from the fact that the Duluth car-works have just commenced to build three hundred cars for the Lake Erie & Western road, and ship-pers at Duluth are offering a bonus for the privilege of loading these cars.

John H. Sessions, general freight agent of the Terre Haute & Peoria road, is in the city, and, last evening, in speaking of the outlook for business, said that, from the quantity of grain in sight at Peoria and other points west of here, the roads have but just begun to move the last year's

The converting of the large dining-room in the Union Station into a waiting-room which can be occupied . both sexes is proving a great convenience. When one of the rooms was private or ladies, and others were obliged to sit in the general waiting-room, it led to a good deal of complaint, room, it led to a good deal of complaint.

and in several cases where husbands had | Use Brown's Bronchial Troches. "They stop an attack of my asthma couch very promptly."—O.

Falch, Miamiville, O.

been separated from their wives rather uneremoniously, threats of suits against the

Union Railway Company were made. W. S. Head, formerly of this city, now on the Mexican Central road, is in the city for a few days, the guest of W. J. Hugo. In speaking of the physical condition of Mex-ican roads, he said: "We have fairly good road-beds down there, but it would be an exaggeration to say that they are as good as such roads as the Vandalia.

It is estimated that at the next annual meeting of the Brotherhood of Locomotive Engineers its total membership will have been increased since their last meeting fully three thousand, and this increase comes largely from firemen who have been promoted to engineers, and are of good character and competent engineers, as none others are admitted to that organization.

Mount Vernon, the junction of the Mackey lines and the Louisville & Nashville; Decatur, the junction point of the Chicago & Erie, the Toledo, St. Louis & Kansas City, and the Grand Rapids & Indiana, and Huntington, the junction point of the Wabash and the Chicago & Erie, have been placed under the supervision of the Indiana Car-service Association.

Representatives of Harry Crawford are adjusting claims of the Indiana Midland, paying 100 cents on the dollar. Last week several thousand dollars were disbursed in paying construction accounts on the Brazil end of the line, and this week Mr. Crawford hopes to get all claims against the road adjusted. He will then make an effort to start the trains and pay expenses as they are incurred. Manager Moore was in the city yesterday and says the outlook for the road is much brighter.

A chairman of one of the traffic associations says that the most unpleasant duty connected with their operations is the sitting as judge to decide upon differences be-tween two roads. "Investigation will show," said the chairman, "that a large per cent. of those differences arise through the action of some ticket agent at a small station, who is unfamiliar with the agreement between the roads, or misinterprets it. Often it looks to outsiders as if the members of the association were continually quarreling when charges have been preferred on account of thoughtlessness or

carelessness of some of the ticket agents.' The last number of London Engineering makes a statement of remarkable rapidity in constructing a locomotive in the Strat-ford works, England. The engine, it states, was built from the driving of the first pip and rivet to the application of the last coat of varnish in less than ten hours. It was a standard freight locomotive of the six-coupled type. One hundred and thirtyseven men were employed in the work. The works which held the record until this remarkable feat was the erection, in June, 1888, at the Altoona works of the Pennsylvania company, of a freight locomotive of the four-coupled type in sixteen hours and thirty minutes. It should have been stated in London Engineering that the engine built at the Pennsylvania shops weighed fifty-seven tons, while the one it speaks of weighed but thirty-seven tons.

AN EMINENT GERMAN ARTIST.

Mr. Theodore Grall, of Germany, Visiting in the City-Will Make a Tour of the Country.

Mr. Theodore Grall, an emment artist of Dusseldorf, Germany, and a nephew of Mr. Herman Lieber, is in this city visiting his kinsmen preparatory to making a tour of the United States. Mr. Grall expects to be in America about one year, and in the meantime do considerable work that shall bear the impress of the new world. He is a disciple of the Dusseldorf School of Art. This and the one at Munich are the only great art schools of that artistic country. Of late years he has traveled and lived in Italy, and his late productions bear the stamp of Italian resi-

Mr. Grall has with him a number of his paintings that will be exhibited in this city at an early date. The one, however, that is regarded as his mesterpiece is entitled, "Maria Della Saliese," and describes the grand canal in Venice. Owing to the very short time Mr. Grall has been in America, and the small opportunity he has had to observe the products of American artists, he has, as yet, no criticism to offer on their work. After a few months in this city Mr. Grall will make a tour of this country and Mexico, and return in time to place an Indiana scene on exhibition at the World's Columbian Exhibition, the space for which has already been spoken.

AMUSEMENTS.

ENGLISH'S-"A HOLE IN THE GROUND." E. M. Dasher, of this city, in conjunction with Mr. Frank McKee, owns the "Hole in the Ground," and the production given at English's last night is a credit to these gentlemen. Mr. Hoyt created a success when he wrote the skit and the revamping process it has undergone has resulted in many improvements. It has no plot and depends on horse play and lively music to create amusement and interest. Miss Hattie Harvey appeared last evening as a lunch-counter girl. She is a charming bit of graceful femininity, pretty and taking. and she made quite a hit last evening. A clever dancer and fair singer, she contributed much to the enjoyment of the large audience that witnessed the show. Charles Cowles assumed the character of the Stranger, suffering somewhat in comparison with George Richards, who made the role, but winning many encores with his songs and grotesque dauces. Frank Lawton, the only member of the original cast, was inimitable in whistle and hone solos, and the rest of the coat was good. The introduction of much new music and the entire revision of the original work will make "A Hole in the Ground" a universal success to judge from the reception accorded it last evening. Same bill to-night.

PARK THEATER-CHANFRAU IN "KIT." An old-time favorite, "Kit, the Arkansas Traveler," is the current attraction at the Park, and it was given a cordial welcome by two large audiences yesterday. The steamboat explosion, the bowie knife duel, the poker game and other peculiar features still remain, and those two bibulous individuals, the "Judge" and the "Major," still make the most of the fun. Young Mr. Chanfrau plays "Kit" with manly force and intelligence, and, while his impersonations differs very materially from that of his late father, it is none the less interesting and artistic. In his company is a pre-cocious child, Little Edna, who shows remarkable cleverness, and the other ladies and gentlemen play the parts assigned to them satisfactorily. Incidentally numerous attractive specialties were introduced. and the performance, as a whole, made a

"Kit" will be repeated, matinee and evening, to-day and to-morrow. On Thursday and during the remainder of the week "Uncle Tom's Cabin" will be given by the Webber company.

Bill Nye's play, "The Cadi," will be seen for the first time here, at the Grand Thursday evening, and seats will be on sale for it this morning. "The Cadi" is not a pretentious play, not one burdened with plot, but just a plain, simple narrative, original in its telling, and so brimful of fun that Mr. Nye himself laughs every time he sees it. It is something of the author's own exerience in the early days out West, when William was playing the leading comedy part in a country newspaper office, running the postoffice, the courts of justice, and doing other chores for the accommodation of

The Boston Howard Atheneum Star specialty Company, the greatest organizabe seen at English's Thursday night and during the rest of the week, and the advance sale of seats will begin this morning. This company includes some noted European performers, and gives a refined entertainment without any offensive feat-

Cold Wave Coming.

The cold-wave signal will be holsted today in order to give all cautious people time to review their stock of woolens while the extreme youth files his skates and gets ready for a whirl on the asphalt. According to the signal service report, the temperature will drop sixteen or twenty degrees by 8 A. M. Wednesday.

For Coughs and Throat Troubles

POINTS ON POOL-SELLING

Police Officers Explain How to Gamble on Horse-Races in Court.

Jesse Powers's First Wife Living-Saloon-Keepers Charged with the Death of a Drunken Man to Whom They Sold Liquor.

POOL-ROOM GAMBLING.

Court Enlightened on the Subject in th Trial of William Shaw.

The case of William Shaw, charged with maintaining a pool-room, was called for trial yesterday in the Criminal Court on an appeal from Police Court. The defendant insists that there is no infraction of State law in his business, owing to the fact that the bets are laid in Kentucky by means of the telegraph. A jury was demanded and twelve men, all with the appearance of sound and mature judgment, were selected. There was not a professional juror among them. Bailiff Sheehan evidently trying to circumvent this pestiferous class of loungers about the court-room. Major Mitchell, who, with his son, appears for the defense, questioned each juror closely as to his prejudices and beliefs concerning horse-racing and betting, and not one admitted he had ever been in a pool-room. The jury, as selected, is as follows: Thomas Wonnell, William D. Griffin, Andrew Clarry, Charles McGomery, Isaac T. Pell, C. R. Schimer, S. A. Sherman, Henry C. Finney, W. H. Dan-iels, J. W. Hotlenbeck, W. H. Tucele, Edward Schindler.

The charges against Shaw were read by Prosecuting Attorney Holtzman, who explained that Snaw had come to the city in December, and opened a pool-room on West Washington street. He closed up when ordered by Captain Dawson, but later re-opened, and was arrested by Captain Quig-ley. A fine was assessed in the Police

Captain Dawson, the first witness, described the pool-room and black-board, and went into a general detail of the manner of conducting a pool-room, such as the selling of tickets, calling of the race by

the operator, etc. In cross-examination he said that reports came over the wire and were bulletined on the board, and the head 'operator orts the result. The Captain blushin acknowledged that he knew very little about horse-racing and turf matters gen-erally, although he admitted having seen a few horses move on the track. But he knew nothing about pools, or pool-seiling. The witness thought that a pool-seller was a gambler that took rank with a dealer in faro, stud poker, or even a social game of draw. The Captain understood what a "take off" in a poker-room is, but knew nothing about where a "take off" came in

Patrolman Fickle, who assisted Captain Quigley in making the arrest, testified as to the equipment of a pool-room.

Reuben Payne, of Nashville, was the first witness for the defense. He is the cashier for the firm of William Shaw & Co. On Jan. 4, he said, he had \$10 placed on a horse-race in St. Louis, receiving a ticket for his money. The odds were 16 to 10, but he lost, the horse named by him being beaten. Mr. Payne testified that he had never bought a pool ticket. He was asked to explain. He said there is a difference in laying odds on a horse as posted on a black-board, in this city, and in auction pool-selling, where a choice of horses is bid for. The court then adjourned and the

IS HE A BIGAMIST?

his point clearer this morning.

witness will be given opportunity to make

More Developments in the Case of Jesse Powers-First Wife Living at Greenfield. A letter was received yesterday by County Clerk Wilson from the prosecuting attorney of Hancock county, asking for information about Jesse Powers and Elizabeth Monroe. The latter recently ordered a breach-of-promise suit against Powers dismissed in Judge Walker's court, saying that she and Powers had married since it was filed. Powers, she related, had married another woman before the action was begun, but this wife had died, and he had kept his contract to marry ber, the plaint-iff. The letter from Hancock county stated that Powers's wife, reperted to be dead, is living at Greenfield, and that Powers is aware of the fact. Whether he has committed bigamy or not there is nothing to show except the statement of the Monroe woman in the court-room.

SHOT AT HIS WIFE

Stephen Sanders Gets Two Years for His

Domestic Amusement. Stephen H. Sanders, colored, was convicted yesterday, in the Criminal Court, of shooting at his wife with intent to kill. They boarded at No. 89 North Missouri street, and Sanders grew jealous of his wife because she received a letter from a man in Cincinnati. He quarreled with her all the morning, and about dinner time borrowed a revolver at an Ohio-street saloon to kill a 'possum, as he said, which was under the house. He went to a window in the room which his wife had sought for safety and fired at her through the window. The ball missed her, and she took refuge in the house of a neigh-

ARE SALOON-KEEPERS RESPONSIBLE?

Sued for Selling Liquor to a Man Who Got Drunk and Thereby Lost His Life. Ettie Stocum, widow of the bent-woodworks employe who was killed on the Beeline, near Brightwood, on the evening of Nov. 30, yesterday brought suit in the Superior Court against George Cable and Francis Xavier Boesch, saloon-keepers. She avers that her busband had steady employment, whereby he made \$500 per year and supported his family comfortably; that on the evening named he stopped at the saloon of the defendants, where they unlawfully and wrongfully sold him liquor, by which he became very drunk. She avers, also, that when in this condition her husband was allowed to wander out upon the tracks. where he was struck by an engine and was killed. The damages demanded are \$10,000. Denny & Taylor bring the suit.

Receiver Stainaker's Report. Frank D. Stalnaker, successor to William Wallace astreceiver of Fletcher & Sharpe. yesterday filed with Judge Taylor his final report as receiver of the trust. He has paid out, he said, \$12,555.77, and there is due from the dividend last authorized and several previous ones, \$2,520.40, which has been paid into the hands of the clerk of the court. The amount recommended to be allowed for his own services is \$1,729.48. The money delivered to the clerk will lie in his hands in trust and will be turned over by him to his successor. As there are amounts as small as 14 cents due creditors it is probable they will never call for the money. It would be interesting to know how much of a fund is in the clerk's hands, the accumulations of uncalled-for divi-

They Are Cut Off if They Object. The will of Wilhelmina D. Bradley, deceased, was filed yesterday for probate and record. The heirs are the children of Frank E. and William C. Lang, sons of the testator. subject to a life interest of the said Frank E. and William C. Lang. In case either of these brothers refuses to accept the provisions of the will his interest dies and his children get the property at once. The estate consists principally of two lots on English avenue, at the corner of Spruce street. It is said there will be a contest of the will by the sons, who are named as executors.

Was Hurt in Getting Off a Car. Otho Hays, who alleges he was hurt while alighting from a Noble-street ear, charges the fault to the driver, and yesterday brought suit in the Circuit Court against

the nature of plumbing and pipe-fitting, for which the institution owes them \$308. Payment was refused, and yesterday they brought suit in the Superior Court against the State for \$500 on account.

New Jury Drawn. The new jury for room No. 2 was drawn as follows: Center, Joseph M. McVey, Adam Scott, Joseph Staubb; Franklin, Jeremiah Swails, J. P. Pearson; Perry. Jasper N. Wright, William Barbee; War-ren, William Shimer, Henry Enners, Henry Koch; Lawrence, Henry Cronk; Decatur, William Whitson.

Railroad Damage Suit. The suit of John Davenport against the Big Four, Panhandle and C., H. & D. roads for \$5,000 damages, began yesterday in the Circuit Court. Mr. Davenport was driving with John W. Bruce, July 9, 1891, and at the Noble-street crossing their vehicle was struck by a Big Four engine.

Wills Probated. The will of Laura Becker, deceased was yesterday probated. Her husband Abram Becker, was nominated executor. The will of Henry K. Martz, also probated yesterday, nominates William H. Martz and J. M. Martz as executors.

Judgment for \$8,000 Rendered. Judge Taylor yesterday overruled the motion for a new trial in the Neberlacher suit against the Big Four, and ordered judgment entered on the verdict for \$8,000.

The Court Record. SUPERIOR COURT. Room 1-Hon. Napoleon B. Taylor, Judge. Frank Neberlacher vs. Cleveland, Cincinnati, Chicago & St. Louis Railway Com-pany; damages. Motion for new trial over-

ruled and judgment on verdict for \$8,000 entered. Henry Carroll vs. Cornelia O. Lyons; mechanic's lien. On trial by court.

Meridian National Bank vs. William Trimble et al.; note. Judgment for \$232.28

Boom 3-Hon. Lewis C. Walker, Judge. Hugh Sweeney vs. William Christian; Supplemental to execution. Dismissed.
Dorcis Davis vs. Charles F. Davis; divorce. Decree granted plaintiff on grounds of abandonment and failure to provide. New Suits Filed.

Indianapolis Savings and Investment Company vs. Jane Jennings; foreclosure. Demand, \$1,600. Ettie Slocum vs. George Cable and Francis H. Bresch; damages. Demand, \$10,000. Standard Saving and Loan Association vs. Henry Rosebrock; foreclosure. Demand,

Leander A. Fulmer et al. vs. Mary E Perry; street improvement lien.
James W. Hudson vs. Lily M. Prindle et al.; street improvement lien. East-end Saving and Loan Association vs. William Robinson et al.; foreclosure, Demand, \$200. Willard Bush vs. Sheldon Waggoner

notes. Demand, \$350. John V. Brennan et al. vs. State of Indiana; account. Demand, \$500. CIRCUIT COURT.

Hon. Edgar A. Brown, Judge. John Davenport vs. Cleveland, Cincinpany, Pittsburg, Chiengo & St. Louis Railway Company and Cincinnati, Hamilton & Dayton Railway Company; damages Demand, \$5,000. New Suit Filed. Otha Hays vs. Citizens' Street-railway

CRIMINAL COURT. Hon. Millard F. Cox. Judge. State vs. Stephen H. Sanders; shooting his wife with intent to kill. Verdict o guilty and sentence of two years in State State vs. William Shaw; keeping a pool-

Company; damages. Demand, \$2,000.

room. On trial by jury.

ANOTHER FIREMEN'S SMASH-UP.

Hose Wagon of No. 9 Upset on Its Way to a Fire and the Crew Thrown Out.

About 10 o'clock last night a blaze was discovered in the empty house, No. 1081 North Illinois street, owned by the Connecticut Mutual, by the neighbors of that vicinity. The alarm was turned in, and in making their way to the spot, the hose wagon of the "9's" (colored), turning Seventh street to Meridian, on the slippery asphalt, swung completely around. and, striking the stone, upset, thereby landing the crew in George Catterson's yard and the adjacent pavements. All escaped injury, however, except William Smith, whose shin was badly bruised. The fire started in the upper story of the house, and was presumably the work of incendiaries, although the manner in which they effected their entrance and exit, is a mystery. The roof was burned and bout \$500 damages done the building, which covers the breakage of the doors by which the firemen were enabled to put out the fire.

PERSONAL AND SOCIETY.

Mr. Meredith Nieholson has returned from visit to Baltimore and Philadelphia. Mrs. B. B. Peck and daughter, Miss Peck. will return to-morrow from a visit to Chi-

Mrs. Henry S. Fraser has returned from Rock Island, Ill., where she has been since Miss Jennie Crane, of New Albany, who

has been the guest of Miss Jennie Hesse. Miss Kittie Morris gave an informal birthday party last evening at her home, on North Meridian street. William J. Hendricks, of Frankfort, Ky., the Attorney-general of Kentucky, spent

part of yesterday in the city. Mr. and Mrs. George Burgess, who were married last week in Baltimore, will be here next week to visit relatives. Mrs. and Miss Thompson, of Michigan, are guests of Mr. and Mrs. Hotace T. Bennett, on North Pennsylvania street.

Mr. Issac Newton Wood and son Wickoff, of Vermillionville, Ills.. is visiting his niece, Miss Warburton, on North Alabama Miss Ethel Updike, of Hartsville, who has been the guest of Miss Daisy Siders, will return home to-morrow morning, accompanied by Miss Siders.

Mr. and Mrs. Clarence H. Dickinson entertained a few friends informally at cards last evening, the occasion being the birthday anniversary of the hostess. Mr. Herbert Emery gave an elegant fare-

well bachelor's supper last evening at the Columbia Clab, previous to his marriage to Miss Martindale Thursday evening. Messrs. George and Lawrence Chapman. who have been residing in Eau Claire for several years, will be here this week to attend the Emery-Martindale wedding.

Mr. and Mrs. Frank W. Miller, of Flori-

da, are visiting their parents. Mr. and Mrs. C. F. Miller, No. 681 North Illinois street, and will receive their friends informally Thursday, 28th, from 8 to 10 o'clock. A telegram has been received from Miss Neally Stevens, of Chicago, the eminent planiste, that she will be in Indianapolis for a few days. While here she will be the guest of Mrs. H. D. Pierce, who was a classmate of Miss Stevens, at Vassar.

William J. Bok, the business manager of the Bok syndicate and brother of Edward W. Bok, is about to take unto himself a wife. The lady in the case is Miss Bessie Whittemore, youngest sister of Mrs. T. De Witt Talmage. Miss Whittemore was born and educated in Brooklyn. She is a brunette, with refined expression and sweet voice. She is an accomplished scholar and

South Bend, Ind., Jan. 25 .- Clyde C. Cone, of Chesterton, Ind., and Miss Lillie B. Snyder, of this city, were married yesterday at the bride's house.

CONE-SNYDER

Common Sense About Quay. Philadelphia Inquirer.

Special to the Indianapelia Journal.

Quay is a politician and an uncommonly smart one. He has never claimed to be a saint, but it is most unjust to make him the company for \$2,000 damages.

Suing the State.

John V. Breman and others, contractors to do certain work on the Institute for the Blind, aver that on special order of the authorities they did certain extra work in saint, but it is most unjust to make him the scapegest for every evil and to cry wolf when there is no wolf in sight. It is about time that the people of Pennsylvania should use a little common sense about Quay. He is only a man, and he has neither hoofs nor a tail. If it is desirable to beat him, why beat him, but let us have done with this mud-alinging business.

WRECK STANDS UNTOUCHED

No Effort Made to Clear Away the Debris of the Burned Surgical Institute.

Possibility that Other Charred Remains Are Concealed There-Building Inspector's Report-Inquest-Labor Union's Action.

SEARCH NOT PROSECUTED.

No Effort Made to Delve Further Into the Debris of the Surgical Institute. The bleak rains of the Surgical Institute, grim reminders of Thursday night's fire horror, stand untounched since the police made their last exploration Saturday and

found the body of little Arthur Baylies. Why are they not cleared out? The people will hardly be satisfied that there were no further fatalities until every stick of that debris is cleared away. Possibly the proprietors of the institute

can answer the question. It is true that they are sick at heart over the terrible catastrophe. It seems to have paralyzed their energies. The next day they made no move toward hiring men to dig out the debris. What work was done was by the city street force. They stopped after the five bodies had been removed Friday and nothing further was done until Saturday, when the police heard of the location of Arthur Bayliss's body and went after it. Since then two days have passed and the work has not been prosecuted. It is true, the proprietors say, the full list of inmates was published and all accounted for. The public has their word for it that the list is a complete one. They are honorable men, and, though no comparison with their register has been made, the public will take their word for it. But it is possible that strangers in the crowd. many of whom assisted in the work of rescue, might have gotten caught in some of the labyrinthine halls or pigeon-hole rooms. After the Bowen-Merrill disaster the public watched the work eagerly until the last stick of debris was removed. The people are watching just as eagerly for the removal of the last burned board that might hide a charred corpse in the old machine-shop annex of the Surgical

BUILDING INSPECTOR'S REPORT.

After It Is Too Late to Do Any Good He Finds

the Structures in Very Bad Shape. Building Inspector Michael Fitchey yesterday morning made his report to the Board of Public Works regarding the building on South Illinois street, known as the Surgical Institute, owned by Horace R.

After an inspection Mr. Fitchey says he found the condition of the building to be very dangerous, walls settled and sprung out of plumb and badly cracked; inside partitions in third and fourth stories badly damaged; window-frames, sash, doors, etc., so badly damaged throughout the whole building as to be of no use: stairs all destroyed, roofs destroyed, floors settled, partly by the amount of water; overhanging cornices badly damaged and dangerous, a portion of the walls of the second, third and fourth stories only nine inches thick The walls of the building known as the machine shop are both cracked and settled and the kitchen and servants' dining-room, he says, it is impossible to describe, so badly planned and constructed were they. He concludes, "I have to recommend that commencing at a point 6912 feet north of Georgia street, thence south to said corner and thence east on the line of Georgia street one hundred feet to alley, thence north along line of alley 10923 feet to the north corner of the building known as the machine shop, thence west fifty feet to the line of the rear wall of the three-story brick known as 87 and 89 South Illinois street, the building is not damaged by fire. It is three stories high with a depth of fifty feet, frontage about thirty-two feet. The building is in fair condition but needs some repairs. I have to recommend that all buildings on Lots 4, 5 and 6, with the exception of the three-story brick heretofore mentioned, be ordered taken down without delay, for if a wind-storm should come the top story would be dangerous to the public." In regard to the old annex, Mr. Fitchey

I recommend that the inside partition walls be all taken down and the walls of the top story be repaired where necessary; the front cornice be taken off and rebuilt, and the walls built inside to comply strictly with the building law. The two-story building on the same lot and abutting on Chesapeake street, was not damaged by the fire. The wall on Chesapeake street should be ordered taken down and rebuilt.

Mr. Fitchey and the members of the board will examine the buildings at o'clock this morning and the board will then determine what to do.

CORONER'S INVESTIGATION. It Proceeds by Fits and Starts-Testimony

Thus Far Taken. The coroner began his investigation of the Surgical Institute fire yesterday morning. Johnson & Metcalf, stenographers, in the case, and the investigation will be thorough. The first witness examined was Mrs. Declow, of Farnham, Neb. She testified that she awoke and smelled smoke. Going to the door of her room she realized there was a fire near by. She crossed the hallway and aroused the occupants of the room opposite hers. One of these was Irms Payne, of Dexter, Minn., and the other Minnie McDonald, of Negaunee, Mich. 1rms Payne, a helpless cripple, asked the witness if the attendants would take them out and witness told her she had better get out the best she could. "I can't," responded the poor girl, "unless I find my crutch, and I don't know where it is." Mrs. Declow says she took her baby and went to the window, where she remained until rescued by a policeman, who took her through a hallway to the street. Passing down the hall she stumbled over something which proved to be a sealskin sacque, which was afterward claimed by Mrs. Russell. This she wrapped around the baby and songht shelter in a saloon across Illinois street, where the child had two chills. She went from there to the home of friends at 305 North Mississippi street, where the baby died next morning, its death being due to exposure. Irma Payne's remains and those of Minnie McDonald were found in the

room spoken of by Mrs. Declow. Statements were also taken from an occupant named Ellis, whose brother lost his life in the fire, and Mrs. Koltinski, the lat-ter not being concluded. Yesterday after-noon Deputy Coroner Dunn, building contractors Jungelaus and Shover and Building Inspector Fitchey inspected the structure. These three will be called on for expert testimony. The taking of evidence will be resumed

this morning. Management and Authorities Condemned The Central Labor Union, last night, took cognizance of the Surgical Institute holocaust. A resolution was adopted condemn-

ing the possibility of the occurrence of

such catastrophes as a crime, in which the

management, the city authorities and the

public are equally to blame. The authori-

ties were called upon to examine every building in the city which is not provided against loss of life in time of fire, and condemn and compel it to be vacated. Death of Bertha Flack. Miss Bertha Flack, the eighteen-year-old daughter of Mr. and Mrs. Joseph F. Flack, died at the family residence, No. 1140 West Washington street, at 4:30 Sunday afternoon. She was an unusually bright and

attractive girl, and will be mourned by a large circle of acquaintances. She graduated from St. Mary's Hall in the class of 1890. Funeral services will be held at the house, Wednesday, at 1 P. M. You Can Rely

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to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame."—Civil Service Gazette.

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Belt Railroad and Stockyard Co

STOCKHOLDERS' MEETING The annual meeting of the stockholders of the Belt Railroad and Stockyard Company will be held at the directors' room, in the Union Railway Station, in the city of Indianapolis, on Tuesday, Feb. 2, 1892, be tween the hours of 10:30 and 12 o'clock a. m., for the purpose of electing nine directors to serve for the ensuing year, and for the transaction of such other business as may come before the meeting.

Jan. 2, 1892. R. S. MCKEE, Secretary.



It cures Colds, Coughs, Sore Throat, Croup, Influenza, Whooping Cough, Bronchitis and Asthma. A certain cure for Consumption in first stages, and a sure relief in advanced stages. Use at once. You will see the excellent effect after taking the first dose. Sold by dealers everywhere. Large bottles, 50c and \$1.

STATEMENT OF CONDITION OF THE HAS. SELMAN PRINTING CO., on the 31st day of

INDEBTEDNESS. Bills payable. \$1,246.98
Bills payable, secured 8,600.00
On open account 3,484.67 V. A. VESTAL, Secretary and Treatment.

MILTON ABRAMS, Directors. GEO. E. MARVIN. Subscribed and sworn to before me, this 19th day of January, 1892 [SEAL.] SMITH KING, Notary Public.

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RAILWAY TIME-TABLES.

Trains Run by Central Time. Leave for Pittsburg, Baltimore, (d 4:45 am Washington, Philadelphia and New d 3:00 pm Arrive from the East, 4 11:40 am, d 12:45 pm and d 9:00 pm.

Leave for Columbus, 9:00 am; arrive from Columbus, 3:45 pm; leave for Richmond, 4:00 pm; arrive from Richmond, 9:00 am. Leave for Chicago, d 11:20 am; d 11:30 pm; arrive from Chicago, d 3.55 pm; d 3:30 am.

Leave for Louisville, d 3:40 a m, 8:00 am, d 4:00 pm. Arrive from Louisville, d 11:10 am,

6 pin; d 10:50 pm.

Leave for Madison, Ind., 8:00 am; 4:30 pm.

Arrive from Madison, 10:25 am, 6:00 pm.

Leave for Vincennes and Cairo, 7:30 am, 4:10 pm; arrive from Vincennes and Cairo, 10:55 am, 5:05 pm.

d, daily: other trains except Sunday. VANDALIA LINE TO ST. LOUIS AND

At Indianapolis Union Sta Leave for St. Louis 7:30 a.m., 11:50 a.m., 12:55 p. m., 11:00 p. m. Trains connect at Terre Haute for E. & T. H. points. Evansville sleeper on 11:00 p. m. train. Greencastle and Terre Haute Acc., leaves 4:00

Arrive from St. Louis, 3:30 a. m., 4:15 a. m. 2:50 p. m., 5:20 p. m., 7:45 p. m. Terre Haute and Greencastle Acco. arrives 12 10:00 a. m. Eleeping and Parlor cars are run on through

THE VESTIBULED PULLMAN CAR LINE THE PERSON NAMED IN COLUMN TWO

No. 38-Monon Acc. 5:20 p.m.

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